

Official and Classified ADVERTISEMENTS

Continued from page 15

FOR SALE

SMALL MESH NETTING
Knots, monofilament meshed type
netting, 100% monofilament and 100%
carpenter wire to order
**TRINITY SANDS NETS
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FOR SALE 24in. x 24in., right-
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POT and line haulers for outboard
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Offer a comprehensive range
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24ft. Salvo GRP to WPA
specifications under construction for
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Conventional wooden craft also
built. Adam, Boat Builder,
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ELTON BOATBUILDING CO. CLINKER BOAT BUILDERS

14ft. to 30ft. larch on oak.
Hull only or any stage completion
GRP hulls fitted out.
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Scotland. Tel. 0857 30177

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EVES MARINE SERVICE for
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Campbeltown 500-tonne fishing fleet to bring local trawlers
to a modern standard and by the end of the year will be the
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A company of engineers and a team of 100 men are working
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With their support, the company has been able to
build the largest fleet of modern fishing boats in the
world, which is why they are known by so
many boat dealers.

CAMPBELTOWN SHIPYARD LTD.
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FISHING NEWS

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL
are now offering 23-220 horse power
GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS

HIGH-QUALITY MARINISATION PARTS ALSO
AVAILABLE

For fast, courteous, service contact:
V.M.I. Plain Road, Folkestone, Kent
Telephone: 57127 — Telex: 965281

ENGINES WANTED

WANTED
GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

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Tel: Doncaster 770203
Telex: 547238

WANTED Gardner, Kelvin, other engines, marine or land. Immediate cash payments. Tel: 54 High Street, Fraserburgh, tel: 2280.

WANTED Gardner engines. L.W. L3 all models, surplus spares and gearboxes, for cash. G. H. Howard, Belling Lang, Chalfont St. Peter, Bucks. Telephone: 02407 2654.

WANTED marine engines, particularly Listers and Potters 10-40hp, air or water cooled, cash paid, we collect. Severn City Boats, Blackpool Wharf, Worcester. telephone: 0905 54474.

WE are interested in purchasing for export, good secondhand marine engines, especially Kelvin, Gardner, etc. Also propellers and stern gear. Tel: 01 881 144. Grosvenor House, 18-20 Ridgway, London SW19 4 QN. Telephone: 01 946 4141/01046 7548.

WANTED 230hp Gardner diesel
motor completed in first class
condition. Kelvin marine spares.
Paterson Offshore Services, Wilson
Street, Peterhead, telephone: 3222.
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WANTED one Gardner GLX
110hp C with 2:1 or 3:1 reduction
gear, shaft, prop. and stern tube.
Details and prices to LHD Ltd. 6
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WANTED urgently large or small
quantities of crab, mackerel and
squid. Best prices paid. Contact:
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SUBSTANTIAL Continental
customer requires mackerel supplies for
South West England Season 75/77
approx. 150/200 tons per day. Own
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FOR SALE half share in steel
buoy 50ft. long, trailer built in
1972. Working or sleeping partner.
For further information and details
apply: Fraser and Paterson, Ac-
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PART share required finance
only in modern sailing vessels crew
skippers to remain all replies
treated in strict confidence. Box No.
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(MANAGEMENT) LTD**
Managers for
SUNDERLAND MARINE
MUTUAL INSURANCE CO.

Over 1,700 skipper/owners insure
their vessels and/or crews with
us. For particulars write:

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Telephone: 57127 — Telex: 965281

August 20, 1976

VESSELS WANTED

WANTED 40/45ft. Scottish type
MTV preferred, 1960 onwards, details
Telephone: 01 881 144.

SELL IT QUICKLY! through
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Ships International, telephone:
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VESSELS, OUT OF WATER SHIPS,
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BRITISH ISLES. R. BLAIR,
SALVAGE CONTRACTOR, 81
ARNFIELD ROAD, WITTINGTON,
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WANTED boat 30ft. to
shell fishing, up to 25,000 plus
preferred. Box No. 302.

WANTED 70ft. MV boat for
trawling or sealing, 1965 or
earlier. Under 50 tons. Diesel
400hp. 1200hp. 1500hp.
Ships International, telephone:
Newhaven 7228 after 6pm.

WANTED boat 30ft. to
shell fishing, up to 25,000 plus
preferred. Box No. 302.

WANTED 31ft. angling boat, 2000 plus
cash waiting. Telephone: Littlehampton
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WANTED stern trawler power,
about 38ft., steel or wood, must be
excellent condition, Gardner engine
preferred, state equipment and price.
Box No. 208.

WANTED LANDING CRAFT
50ft/50ft, length, draught
3ft/4ft, if possible. Twin engine
preferred, front loading ramp
10ft. wide.

Apply: CADDOW BROS.
Isle of Luing, By Oban, Argyll,
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10 BRAND new MG506 Twin Disc
1:1 gearboxes £525 each. Self Change
Gears 700-500-350 12.13.1 MR10
new. Borg Warner A Paragon BMC
Perkins, Gardner, Ford manifolds
and gearbox housings. 813 Gardner
and gearbox kits comprising
manifold, heat exchanger, pump, new
hydraulic gearbox, housing and
auxiliary gear. 1000hp. 1200hp. 1500hp.
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engines factory rebuilt by Perkins, 12
months warranty £1,500 each, not
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Three factory rebuilt Perkins 0354 six
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fish in the Caribbean.

St. Vincent, bargain sale a 10 acre est-

ate fresh water, land price £3,200 per acre, best reclinable

part in the island and very fertile land
with coconuts, abacaxi, dates and
other tropical fruit. Located in the
west of the island, state of 7000 ft. above
the sea level. Enquire HMI 2127BS London
for full particulars.

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with coconuts, abac

**Sandeel
men ask
to fish
inside
the limit**

SHETLAND Fishermen's Association is to back island sandeel fishermen who claim they must be allowed to fish inside the three-mile limit to make a living.

The association is to write to the Department of Agriculture and Fisheries for Scotland asking for law changes giving concessions to the Shetland fleet.

In the letter it is pointed out that the sandeel fishery has made a major contribution to the financial health of the Shetland fleet. Without it, many boats would not have been able to continue fishing during the recent lean times in the industry.

The association is also saying that it knows of no scientific reason why these stocks should not be exploited. It is asking for a meeting with department officials to discuss details of any possible relaxation of the present regulations.

fishing news

Editor: Harry Barrett

Assistant Editor: Ian Strutt

Scottish Correspondent: Gloria Wilson

Advertisement Director: Fred Pursell

Managing Director: W. A. Cathies

**Old-timer lands
£64,854
port best**

YET ANOTHER grossing record tumbled at Grimsby this week, BUT's Ross Ramillies, the oldest distant water trawler fishing from Grimsby, set a new port record with a massive tally of £64,854 on Tuesday.

The 26-year-old vessel, back from a 21-day trip to Iceland's North Cape under Skipper Eddie St. Pierre, turned out 2,607 kits in-

cluding 2,562 kits of codstuffs. She also bagged a now daily average earnings record for Grimsby of £3,088 per day.

It was Skipper St. Pierre's first trip since his old command, the steamer Northern Eagle, was scrapped in February. Prematurely retired, BUT coaxed him into doing a relief trip with Ross Ramillies because of a shortage of top Iceland skippers due to holidays.

He is not, however, planning to go back to Iceland. As she has a big catch aboard, the record may already have changed hands!



Ross Ramillies — 26-years-old and Grimsby's port record holder.

Deckies register

FRASERBURGH and North-East Deckhands Association is hoping to put itself on a sound financial basis by asking members for a 50p weekly contribution.

Bill Wilson, a spokesman for the now officially registered group, told *Fishing News* they are very pleased with the response from business interests in making donations to the association's funds.

"Right now," he said, "we need moral, vocal and financial support."

The deckhands have already extended their committee to include two local business associates, whose expertise in official and financial matters will contribute to the organisation's smooth running.

"We are now in the process of setting up a register for

the Fraserburgh deckhands committee at work. Standing (left to right) are: Jim McHattie, Peter McIntosh (chairman) Charles Cardno, James Duthie and Peter Buchanan (treasurer). Seated is spokesman Bill Wilson (left) and the secretary, John Bannerman.



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**HERRING: 'SOUTH COAST MEN
bans 'on'**

BOTH THE Isle of Man and North Yorkshire coast herring bans will be enforced this year. Orders requiring fishing were laid before Parliament late last week.

Built as the steamer *Antares* by Cochran & Sons in 1950, she has been extensively modernised and, at one time in the 1960s, was the side freezer motor trawler *Ross Fighter*.

The previous record was held by Boston Group's *Boston Comanche* (recently laid up) with £60,584 from 2,762 kits made in January 1974.

The new record could be short lived, as BUT's *Ross Revenge* was due at Grimsby yesterday (shortly after *Fishing News* went to press). As she has a big catch aboard, the record may already have changed hands!

He is not, however, planning

to go back to Iceland. As she has a big catch aboard, the record may already have changed hands!

This is to ensure the 12,000-ton catch limit agreed with the industry is adhered to and stocks are safeguarded.

In addition, during the period October 4 to November 20, inclusive, all fishing for herring is prohibited within UK fishery limits around the Isle of Man outside territorial waters.

Licensing has been extended this year to cover all waters of the North Irish Sea between latitudes 53° and 55° North, outside the fishery limits of Northern Ireland and the Republic of Ireland and outside Manx waters.

The Order stopping herring fishing in an area inside UK limits between the Tees and Flamborough Head was laid before Parliament on Thursday last week and came into force on the Friday, August 20. The ban extends until September 30.

A new fishing nets Order

**'SOUTH COAST MEN
WANT 'BIG' PORT**

THE setting up of a well-equipped base for south coast fishing boats is a major aim of a new Fishermen's Council now acting as a voice for fishermen in the Southern Sea Fisheries District Committee area.

The FOS now recognises the group of association representatives and has already begun to refer matters to the council.

The Southern Sea Fisheries District Fishermen's Council hopes to play a major role in emphasising the importance of the industry to the three counties, and in developing a recognised centre with the necessary facilities for modern operations.

Skipper Stevens and the council members know what the industry needs and they intend to make sure that these needs are met.

The chairman of the council is Skipper Bob Stevens, of the East Dorset Commercial

**End priority
berthing call
DV**

SOME skippers at Aberdeen say it is time the port's priority berthing scheme is scrapped and a stream-lined system introduced.

"I have lost hundreds over this. It is my contention that the priority berthing scheme at the market should be stopped," said Skipper Mair.

Skipper Mair said that a complaint had been made about the incident.

**Residents
hit at
meal plant**

SOME LOCAL residents are concerned there will be a smell from a proposed £1.33m. fish processing factory to be built at Newlyn, Cornwall.

Two local petitions have been submitted to Penwith District Council, which has a special sub-committee investigating the claims.

The petitions are concerned at the possible smell and the effect on the re-sale value of bungalows on the estate near the Stable Hobbs factory site. It is also claimed that Coombe Road is inadequate for the increase in traffic.

DINAS NOW CHOPPED IN HALF

THE steam trawlers *Dinas* (left) and *Northern Eagle* at the Albert Draper & Son breakers yard at Victoria Dock, Hull. The Grimsby steamer *Northern Eagle* came from Germany in 1956 and the Fleetwood-based *Dinas* was built in the same year at Selby. The yard has just completed scrapping the two German-built trawlers *Northern Sky* and *Lord Beatty*. Another trawler no longer fishing is *St. Kitts*, which is to be scrapped.

**Star name
to change
'boat luck'**

A SCARBOROUGH fisherman is changing the name of his boat — in a bid to change his luck.

The 45ft. *F. and S. Collier* (SN15) has recently spelled misfortune for her new owner, Ronnie Cappellini, who has just obtained his skipper's certificate.

The engine blew up in April and, two months after her former owner Frank Collier died.

Now the boat is to be renamed *Pleiatas C* and will be painted aquamarine instead of black. She was built at Gardenstown in 1956.

Grants

From page one talks. Their 15 applications would at least be given a fair hearing, they thought.

At one time a PEOGA grant was looked on almost as a bonus as there is no guarantee that grants are given to individual boats. Now, with fishing vessel building costs escalating and quotas on species being imposed, the grant can mean the difference between a skipper or small firm staying solvent or bankrupt.

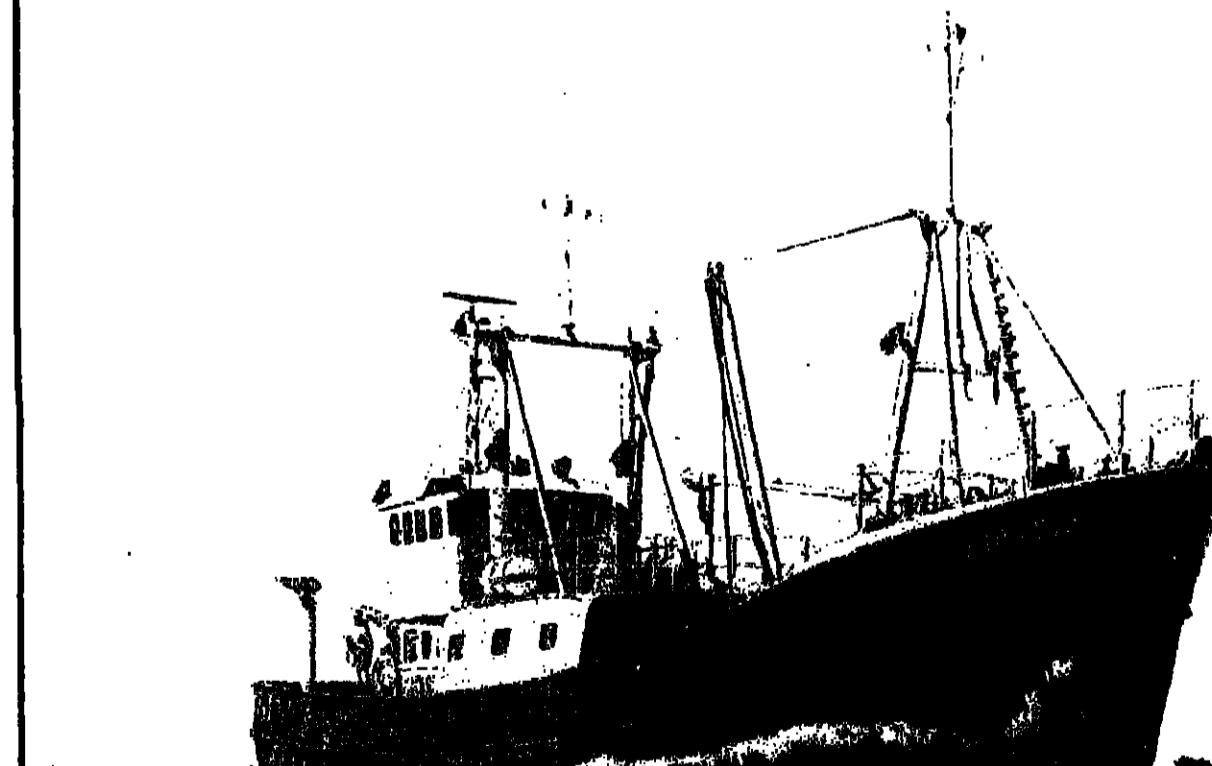
The case of a new purse owned by a north-east skipper illustrates the problems: when ordered the cost £370,000 and there were few hard and fast restrictions on her quarry. Now she is in service, herring quotas are very restricting and the boat's final price is £540,000. Her costs have been turned upside-down.

Yard bankruptcies have also added to skipper problems. A number of boats originally contracted at £150,000 are now to £250,000.

The deputation thought may just be meeting a group of faddists, EEC bureaucrats. But, as one man on the boat said: "They showed their faces — and we liked them."

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STANDARD VERSION - length 33' 0" beam 11' 0" draft 3' 9" square sternpost available as standard or bow version

WORKBOAT VERSION - length 33' 0" beam 11' 0" draft 3' 9"

Designer: Robert Tucker, A.R.I.N.A.

BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request
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94 years constant service to fishermen and their families

Import flood goes on

DESPITE the precarious position of the pound, sterling is pushing up the price of all imports, processed fish fillets and blocks are still streaming into the country from both EEC and non-EEC sources.

At Grimsby landings through the port's commercial docks are averaging about one factory trawler, or cargo vessel, per week. They usually have upwards of 300 tonnes (equal to nearly 10,000 kits of unprocessed fish), with the bulk of supplies coming from Norway and the Faroes.

So far only two consignments have arrived from Iceland since the recent fisheries agreement was signed. Most of the imports are put straight into cold storage by a few of the larger merchants and frozen food manufacturers.

A spokesman for an importing agency told *Fishing News* the rising price of locally-caught fish had made imports "very competitive".

However, a fish buyer for a major company of frozen food manufacturers denied their interests in the present run of "back-door" imports.

"We have made purchases from abroad in the past, but at the moment the fish is very expensive and we much prefer to support the local industry by buying on the 'back-door' imports."

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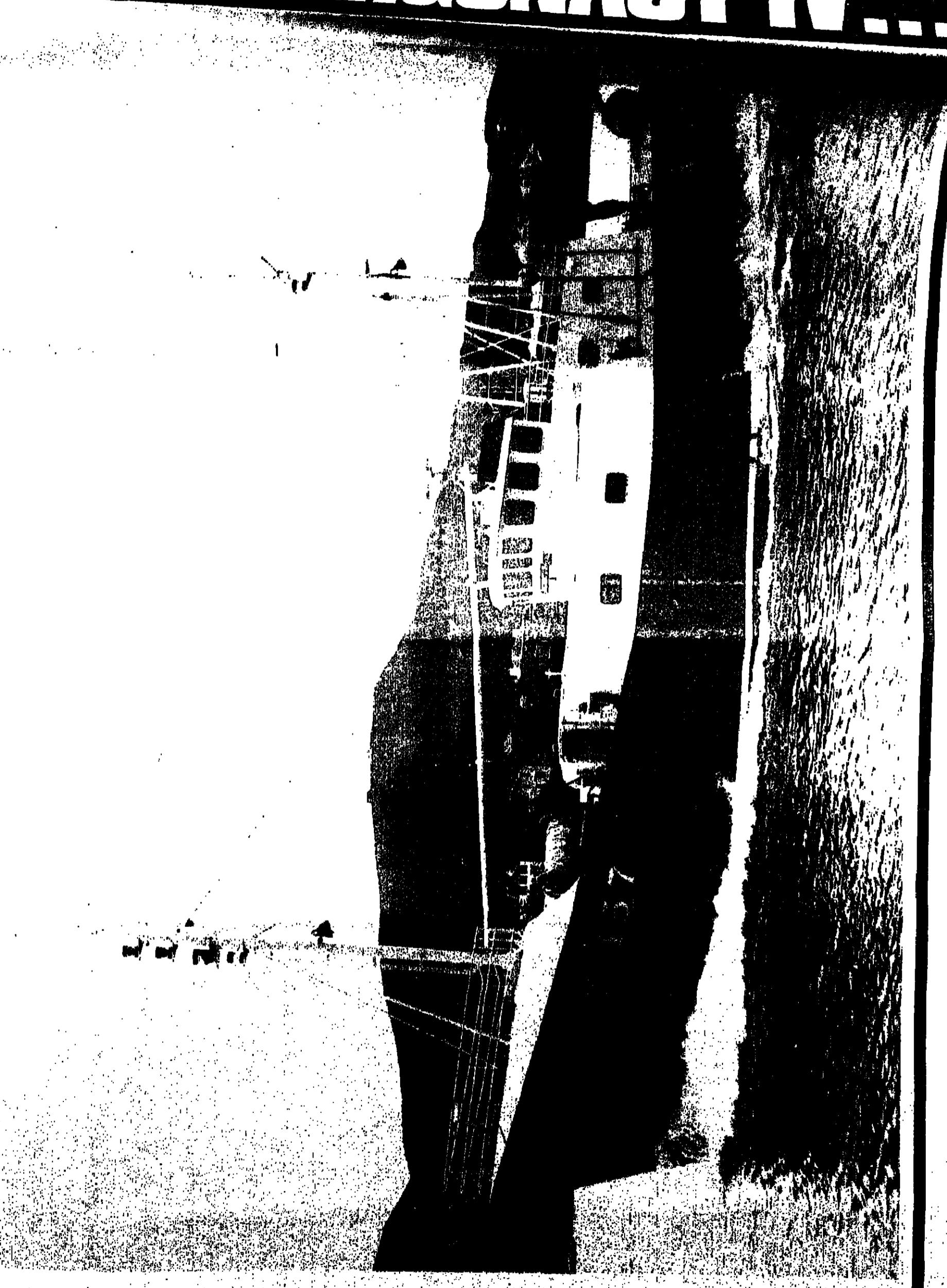
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FN reviews
Davie Smith's
new selner

'ARGONAUT IV'



Argonaut IV. Built: Campbeltown, Argyll. Length overall: 79 ft. 11 in.
Beam: 22 ft. Engine: Caterpillar 565 hp. Home port: Aberdeen

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ROPE REELS

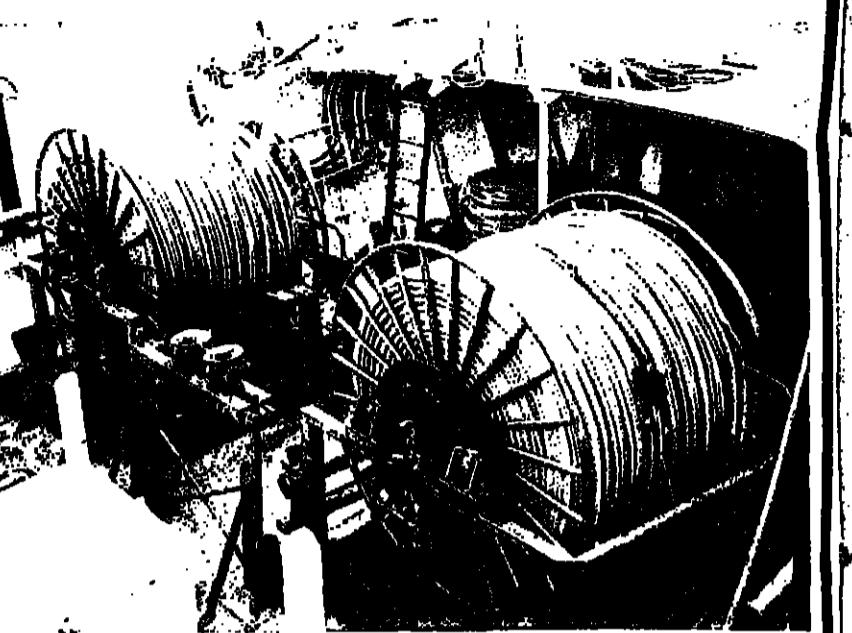
which allow fishing to continue even with frayed rope or bad splices. This is the second time that Skipper David Smith has specified FISHING HYDRAULICS' Rope Reels. Mr. Smith will be acknowledged a good judge of equipment. On his first trip in ARGONAUT IV he broke the Scottish seine-net landed record.

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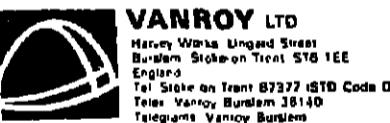
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 TO DAVIE SMITH AND HIS CREW**

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OFF TO A RECORD STAR



Skipper Davie Smith (right) with his brother, Robert, who is a partner in the new *Argonaut*. Skipper Smith was a little sad to part with *Argonaut III*, the wooden-hulled 78-footer he fished so successfully. This craft has been sold to owners at Fraserburgh.

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CONGRATULATE

DAVIE SMITH we wish him well and good fishing in ARGONAUT IV

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A NEW SCOTTISH seine net earnings record of £12,361 on her first full trip — followed up by another landing of over £12,000 — is how *Argonaut IV* has started her fishing career under Anstruther skipper, Davie Smith.

The 80 ft. steel trawler from the Campbeltown Shipyard smashed the seiner record held by another Campbeltown-built boat — *Ajax* skippered by Willie Campbell — after an eight-day North Sea trip of 720 boxes.

On Wednesday of last week she was back in port with an even bigger haul. Her 780 boxes sold for around £12,200.

Skipper Smith took delivery of *Argonaut IV* last month and he is basing her at Aberdeen. His brother, Robert, is a partner in the craft.

Speaking to *Fishing News* reporter, Gloria Wilson, Skipper Smith said he has specialised in seine netting and will stick to this method of fishing for as long as there is a living to be made from it.

He added that he is delighted with the way the new boat handles and that he feels very confident in her seaworthiness.

Much of the equipment aboard *Argonaut IV*, including in-ain engine, gear handling machinery and electronic fish finding aids, are of the same make as those aboard his previous vessel, the wooden-hulled *Argonaut III*.

Skipper Smith explained he is happy to keep to well-tried gear which he is familiar with.

Designated yard number 032, *Argonaut IV* is one of the very successful series of cruiser-sterned seiner-trawlers to be built at the Campbeltown Shipyard.

Her hull lines are similar to other vessels in the yard's '80' series, but are filled out slightly aft to provide more roomy accommodation below deck.

Her gear handling aids include a two-drum system of seine rope storage reels from Fishing Hydraulics (Scotland) Ltd. Skipper Smith pioneered the use of rope reels in the Scottish fleet when a set made by Fish and Ships Gear in Norway, and supplied by Fishing Hydraulics, were fitted to *Argonaut III* some three years ago.

The boat had also been first in Scotland to fit a gutting shelter and this feature is incorporated into the new *Argonaut IV*.

One of the more unusual features of *Argonaut IV* is her

Hiab 650 Speedloader articulated crane on which her power block is mounted.

Developed initially for mounting on trucks for handling goods in a wide range of situations, these cranes are very strong and ideal for working a power block.

Fishing Hydraulics is distributor for the Hiab crane and the unit fitted to *Argonaut IV* is the first of a number destined for Scottish vessels.

The crane on *Argonaut IV* has a reach of almost 11 ft and a lifting capacity of 3,770 lb. Cylinders in the crane have stainless steel rods and the block can be slewed round as far as would be required.

Argonaut IV is also first to be fitted with new Elac echo sounding equipment (details are to be available from Woodsoms of Aberdeen at the International Fisheries Exhibition, Catch '78, in Aberdeen next month).

With an overall length of 79ft. 11in. and length between perpendiculars of 70ft. 4in., *Argonaut IV* has a moulded beam of 22ft. moulded depth amidships of 11ft. design draught of 8ft. and extreme draught of 10ft.

She has been built throughout of British mild steel which was shot-blasted and primed, then coated on both sides with Metalife corrosion control composition.

Her hull is of round bilge form, with cruiser stern and raked soft nose stem. A whaleback is fitted.

Of modern Scottish seiner layout, with the deckhouse aft, the boat is sub-divided from forward into net store, fishroom, engineroom and accommodation.

Fuel oil wing tanks in the engineroom hold about 2,800 gallons and there is a 300-gallon daily service tank. Some 400 gallons of fresh water are carried in a tank under the net store, while other tanks hold 140 gallons of tube oil and 50 of hydraulic oil.

The main engine, supplied by Caledonian Engines Ltd., is a Caterpillar D378 TA of 665 hp at 1,225 rpm, which drives a Bruntons fixed-pitch propeller through a 3.96:1 ratio reduction and reverse gearbox.

A 20kW, 110V, Hugh J. Scott generator and 125 amp, 24 V, Transmotor generator are also driven from the main engine.

The Gardner 6LXB auxiliary engine runs at constant speed and is set on resilient mounts. It provides power for a 20kW, 110V, Hugh J. Scott generator; 125 amp, 24 V, battery charging generator; a Desmi SA80 bilge and general service pump and, also, the hydraulic power pack for the deck machinery.

Other equipment in the engineroom includes a Watson and Dundas main switchboard.

On deck, a Mastra Mk. II seine winch from the Northern Tool and Gear Co. of Arbroath is sited well forward. This winch was the first of the new Mk. II models in service and had, in fact, been in use for a short while aboard *Argonaut III*. Skipper Smith was so pleased with its performance he had the unit transferred to the new boat.

Of stouter construction than the earlier Mastra seine winches, the Mk. II is fitted with worm and worm wheel

drive and has a pull of four tons.

It is driven by a Dymatic high-speed, low-torque, hydraulic motor which is fed from a Dowty variable delivery pump driven off the Gardner auxiliary engine.

Chainlit floodlights are fitted and masts, gutting shelter and landing deck are of aluminium.

The motor is fitted on the outside of the winch for easy maintenance and the winch is designed so that one of a number of hydraulic motors could be fitted if required. A standby Beccles rope colier is fitted at the fore side of the winch. The rope storage reels, which have a capacity for 7 coils of 3 in. rope each, have flanges of an open-spoked design and local controls.

A special feature of reels from Fishing Hydraulics is that damaged rope can be guided through a slot in one of the flanges and on to an auxiliary drum for repair, without the need to interrupt the haul.

The power block is a Rapp model 24RA 2300 from Fishing Hydraulics and both reels and block are powered from a Vickers double-pump unit driven from the auxiliary engine. Other equipment on deck includes two fish washers from Simpson of Thurso.

Chainlit floodlights are fitted and masts, gutting shelter and landing deck are of aluminium.

The 4,800 cu. ft. fishbox is arranged for boxing and is insulated on sides, decked and bulkheads with Polifoam faced with 14-gauge aluminium on wooden grounds; the floor is laid with 2 in. wood.

Stanchions are of aluminium and division boards of 8 in. x 1 in. redwood. There is a single hatch.

The deckhouse is fabricated from steel, with aluminium being used for part of the wheelhouse top to conform with DoT requirements about the area way of the overhead compass.

Layout of the deckhouse has been designed by the

Turn to page 18



Argonaut IV's record-breaking 720-box catch which earned £12,361. It was landed on August 3 after an eight-day trip and beat the previous top seine net record of £11,718. *Argonaut IV's* catch stretches from ground along the market to the third upright support (just beyond the white overall).

Turn to page 18

SPIRAL WELDING SAVES PROPSHAFTS

A SPIRAL method of welding prop shafts developed a technique which enables worn out propshafts to be repaired by a propeller manufacturer. The firm, which has been in business for 30 years, has a boat owner's lot of time and trouble. The firm, Fleetworks Ltd, recently opened an extension to its workshop to recondition shafts using this method and overseas firms are being licenced.

Dave Wakeham was faced with a bill for over £1,000 when his 52ft. side trawler St. Marguerite was taken out of the water for a routine check-up.

The wooden boat's propeller and propshaft were put on a machine resembling a lathe.

As it revolves, a continuous strand of wire — of a metal compatible to the shaft — is wound around the worn or had probably been on the damaged areas. At the same time each coil is fused to the built in France. For a new shaft and to adjoining coils, 15ft. and 4in. diameter steel

The low-temperature propshaft was quoted £550; and a new 4ft. and four-bladed prop (which would have had to be specially made) was priced at around £500.

Added to this expense, the machine to produce a finish which would have been out of undetectable from the parts were original.

Spiral-welding is claimed to make an utterly reliable repair, superior to traditional lateral deep-heat welding it was found to be badly worn which can weaken the core and pitted through salt and cause distortion. It water corrosion, Fleetworks avoided metal-spraying porosity, which can allow salt water to undermine the repair. It is also quicker and cheaper.

Lloyd's of London has approved the Fleetworks probably causing harmful process for prop shafts up to a certain size and the Royal and engine. Again, reconditioning was possible.

Fleetworks has also Fleetworks offer a priority service to the fishing industry and Skipper Wakeham said: "With travelling time taken into account the whole job took a week, and the bill came to just over £300."

The propeller technique begins in the chemical bath which every prop gets on arrival to remove salts and other impurities which might inhibit a lasting weld.

The prop is examined for minute faults beyond the obvious using detection equipment similar to that used on Concorde.

The prop is then treated with a special chemical penetrant which is drawn into unseen flaws by capillary action. When exposed to ultraviolet light, hidden flaws and stress areas are revealed by glowing bright green.

For a permanent weld the exact metallic composition of a prop must be known, so that compatible welding rods and metal sections can be chosen. What are loosely called bronze, stainless steel, bronze alloy, monel and aluminium props, are, in fact, a mixture of different metals.

If the composition of a prop for reconditioning is not known, metallurgical analysis is used.

Damaged and worn props invariably need welding using the latest inert-gas methods. Chipped and mangled sections, and often entire blades, have to be removed and replaced. worn parts need to be built up to the required thickness with new metal. Then the prop has to be balanced.

In the finishing stages aluminium props are cleaned, treated with an acid-eating primer, and then sprayed with several coats of wear-resistant electrostatic paint. Bronzes are polished to a mirror finish. Normally a restored prop is returned to its owner within 7-10 days.

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£395 — 12 volt
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Free loan

A TWO-year £5,000 interest-free loan has been offered to Stronsay Fish Products by the Orkney Islands Council.

The firm, which employs up to 12 people, has run into financial difficulties due to the recession of the fishing industry.

Welcoming the loan, a spokesman for the company said the firm was at one time being supplied by three boats, but this had now fallen to one,

Illustrated is a Robertson type 3PNNG net drum with a 6-ton pull and diameter of 3.250 metres. Special features are the detachable tube whips, tube and heavy duty break which give features useful to all fishing techniques. This is only one of Robertson's net drum and netting range specifically prepared for all classes of trawlers.

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The prop shaft of the trawler St. Marguerite (bottom) before and after the repair. Above: the extent of pitting caused by salt water corrosion is seen after chemical cleaning. Below: the shaft ready for refitting after spiral welding.

Long-range radar

A JAPANESE radar specifically designed for fishing boats has reached the British market.

It has a normal range of 18 miles, but the range can be extended up to 78 miles by means of a trace delay which cuts out the first 30 cells of the PPI picture.

The radar is made by OKI which is appointing British distributors.

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STEAMERS' BELLS RING ON

SHIPS' bells from two Grimsby steam trawlers recently sold for scrap by former owners BUT will not end their days in the melting pot too.

Instead the brass bells from Coldstreamer and Royal Lince have gone to the Coldstream Guards Regimental Headquarters in London and the Royal Lincolnshire Regimental Association as permanent souvenirs of the vessels which carried their names at the Humber port for over 20 years.

Both trawlers are being broken up at Grimsby and already, after less than a month's work, Coldstreamer has been reduced to little more than a hunk of jagged steel.

Royal Lince is still intact, but the breakers will move on to her once Coldstreamer is finished.

Coldstreamer at the breakers. In the background Royal Lince waits her turn.

Let's patrol by helicopter —fishery officer

A helicopter has been suggested by the chief fishery officer for South Wales as being the most efficient way to patrol his district.

Following a recent flight over the Bristol Channel, the chief fisheries officer, Mr. T. A. Gibson, was shown how a helicopter can hover over a vessel suspected of illegal trawling or discharging oil.

In his latest quarterly report for the area ending in June, he suggests that the costs of flights and the possibility of sharing a helicopter with the Welsh National Water Development Authority, which uses a helicopter to take water samples, be investigated.

For processing plants, under five years, 14½ per cent; five to 10 years, 14½ per cent; 10 to 15 years, 15½ per cent; 15 years, 14½ per cent.

Moving to lobsters, he writes: whilst full-time

trawl were measured due to the concern at the amount of netting taking place. Netting starts at Cardiff and can be seen at most beaches in the area. These nets measure anything from 50-500 yards.

It is felt that part-time fishermen are getting a real problem. Full-time fishermen cannot put their lines of pots in their traditional positions because they have been taken over by part-timers.

At a time when our local trawler fleets are reducing annually, writes the chief fisheries officer, it seems quite wrong that anyone can set up a net to catch and sell fish without restrictions other than mesh and fish sizes.

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Distant water

£50,343: *Ross Renown*, BUT (Sk. B. Stokes), 1,896k, I, 22 days.
£4,857: *Northern Reward*, BUT (Sk. W. Harris), 1,938k, I, 21 days.
£39,499: *Vianova*, BUT (Sk. A. E. Allen), 1,571k, I, 21 days.
£39,147: *Belgaum*, Boston (Sk. C. Newton), 1,571k, I, 23 days.
£37,911: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,522k, I, 21 days.
£30,588: *Lord Jellicoe*, BUT (Sk. W. Sate), 1,360k, I, 21 days.
£30,366: *Prince Philip*, Boston (Sk. E. Grant), 1,352k, I, 24 days.
£29,714: *Spurs*, Consol (Sk. D. Wilson), 1,179k, I, 22 days.
£23,962: *Barnsley*, Consol (Sk. G. Bryan), 1,116k, I, 24 days.

Middle water

£16,885: *Rhodesian*, Robinson (Sk. J. Dacombe), 1,068k, F, 17 days.
£16,060: *Ross Genet*, BUT (Sk. W. Salt), 784k, W, 15 days.
£15,477: *Ross Civet*, BUT (Sk. A. Redpath), 605k, F, 15 days.
£14,872: *Ross Cheetah*, BUT (Sk. T. Ross), 788k, F/W, 15 days.
£14,719: *Blackburn Rovers*, Consol (Sk. E. Cotton), 854k, F/W, 15 days.

North Sea

£7,424: *Loveden*, Lindsey (Sk. G. Ireland), 279k, 13 days.
£3,935: *Tom Grant*, Lindsey (Sk. A. Wraith), 225k, 13 days.

Seiners

£29,516: *Limanda*, Richardson (Sk. H. Thomsen), 389k, NS, 13 days.
£30,020: *Gladness*, Allard Hewson (Sk. J. Olesen), 350k, NS, 12 days.
£7,897: *Edie*, Sleigh (Sk. L. Gravesen), 312k, NS, 14 days.
£7,255: *Linda Lise*, Richardson (Sk. C. Olesen), 248k, NS, 17 days.
£7,223: *Kevan*, Consolidated (Sk. S. Nielsen), 284k, NS, 10 days.
£6,642: *Cleaver Bank*, Sleigh (Sk. C. Andersen), 247k, NS, 16 days.
£6,612: *Macandi*, Sleigh (Sk. L. Højberg), 210k, NS, 15 days.

Pair teams

£13,685: *Carl Borum*, (Sk. R. Borum), 574k, Sleigh, NS, 12 days; Partner *Jacqueline Borum* (Sk. J. Borum) landed in Hull.
£9,846: *Paul Antony*, (Sk. J. Zeebroek, Snr.), 488k, I, and £9,751: *Glenka*, (Sk. F. Wintle), 455k, both Richardson, NS, 13 days.
£10,748: *Sonia Jane*, (Sk. D. Bewley), 498k, I, and £8,356: *Anna Michelle*, (Sk. M. Josefsson), 382k, both John R. NS, 18 days.
£9,781: *Grenaa Star*, (Sk. B. Host), 424k, and £9,214: *Grenaa Pearl*, Atkinson) 102k, 6 days.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from
Iceland: *Aldershot*, Boston Pha-
tum, Carlisle, Port Vale, Fron
White Son; *Gillingham*, From
Arctic Cavalier, Benella, Ross
Favers and Westerly; *Boston*,
Kingston, Amber, Ross
Halifax, Crystal Palace, Ogozo,
Ross Genet, Ross Juno, Ross
Kashmir, Ross Kelly, Ross
Dominic, Westella.

PORT MARKETS

MONDAY AUGUST 23

GRIMSBY

A good supply of 7,910 kts
from 21 ships met a fair demand.
Prices: shelf cod, £2.50/£3.20;

£2.264: *Granton Osprey*, Ward, (Sk. D. Nobile), 134k, 14 days.

ABERDEEN

(Sk. M. Potterton), 403k, both
Sleight, NS, 13 days.
£7,998: *Golden Venture*, (Sk. P. Pulfrey), 334k, I, and £5,286:
Skanderborg (Sk. P. Scott), 215k,
both John R. NS, 12 days.
£4,380: *Taarnborg*, (Sk. T. Scorer),
245k, Sleigh, and £4,586:
Kathleen, (Sk. D. Butterfield), 202k,
Richardson, both NS, 10 days.
£37,911: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,522k, I, 21 days.
£30,588: *Lord Jellicoe*, BUT (Sk. W. Sate), 1,360k, I, 21 days.
£30,366: *Prince Philip*, Boston (Sk. E. Grant), 1,352k, I, 24 days.
£29,714: *Spurs*, Consol (Sk. D. Wilson), 1,179k, I, 22 days.
£23,962: *Barnsley*, Consol (Sk. G. Bryan), 1,116k, I, 24 days.

HULL

£52,969: *Ross Sirius*, BUT (Sk. D. Whiting), 244k, I, 23 days.
£47,085: *Ross Leonis*, BUT (Sk. G. Boyce), 188k, I, 21 days.

£55,193: C.S. Forester, Newington (Sk. D. Taylor), 1422k, I, 21 days.
£34,295: *Loch Eriboll*, BUT (Sk. D. Paterson), 1392k, I, 20 days.

£33,637: *St. Gerontius*, Hamling (Sk. J. Nelson), 1386k, I, 21 days.
£31,711: *Kingston Beryl*, BUT (Sk. A. Start), 1810k, I, 21 days.
£21,841: *Arctic Rebel*, Boyd (Sk. C. Walker), 759k, W, 17 days.
£8,863: *St. Giles*, Hamling (Sk. A. Jagger), 706k, W, 15 days.

£8,818: *Rosenborg*, Boston (Sk. V. Dam), 390k, 12 days.
£5,292: *Sonderborg*, Boston (Sk. M. Jensen), 233k, 14 days.

£13,364: *Arctic Challenger*, Liston (Sk. K. Grubb), 974 cwt., WC, 10 days.

£8,610: *Arctic Explorer*, Liston (Sk. J. Banyard), 617 cwt., WC, 9 days.

£13,074: *Fyldia*, Marr (Sk. A. Barkworth), 1916k, 22 days.
£36,000: *Gavina*, Marr (Sk. C. Scott), 1500k, 20 days.

£13,904: *Ben Strome*, Irvin (Sk. E. Williams), 71,952k, NS.

£5,196: *Ben Glas*, Irvin (Sk. S. Shearer), 20,640k, NS, 9 days.

£8,836: *Conduan*, Irvin (Sk. A. Morse), 23,120k, NS.

£4,650: *Starella*, Irvin (Sk. T. Johnson), 13,353k, NS.

£9,869: *Idena*, Marr (Sk. T. Christy), 734k, 13 days.

£8,438: *Christine Neilsen*, Irvin (Sk. C. Ellis), 14,185k, NS.

£3,979: *Scarlet Cord III*, Irvin (Sk. J. Buchanan), 15,995k, NS.

£8,045: *Wyre Defence*, Wyre (Sk. R. Farmer), 584k, 12 days.

£8,793: *Lindisfarne*, Irvin (Sk. J. Bailey), 11,200k, NS.

£12,720: *Navena*, Marr (Sk. T. Watson), 918k, 12 days.

£12,226: *Armania*, Marr (Sk. J. Burns), 881k, 10 days.

£13,869: *Idena*, Marr (Sk. T. Christy), 734k, 13 days.

£8,438: *Wyre Defence*, Wyre (Sk. R. Farmer), 584k, 12 days.

£8,045: *Wyre Revenge*, Wyre (Sk. W. Spearpoint), 565k, 12 days.

£7,373: *Boston Sea Hawk*, Boston (Sk. J. Brackenbury), 416k, 14 days.

£14,559: *Picton Sea Eagle*, Norrard, (R. Foster), 159k, 13 days.

£4,112: *Rosevear*, Norrard, (A. Simpson), 216k, 13 days.

£3,900: *Westerdale*, Linke, (F. Reynolds), 98k, 13 days.

£3,979: *Scarlet Cord III*, Irvin (Sk. J. Buchanan), 15,995k, NS.

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£4,112: *Rosevear*, Norrard, (A. Simpson), 216k, 13 days.

£3,900: *Westerdale*, Linke, (F. Reynolds), 98k, 13 days.

£4,134: *Andrew Wilson*, Hazaell (Sk. F. Thompson), 303k, 12 days.

£2,883: *Forards*, Ward, (Sk. W. Phillips), 147k, 12 days.

£2,303: *Faithful Star*, (Sk. D. Atkinson), 102k, 6 days.

£13,371: *Replenish*, Ward (Sk. M. Oldman), 326k, 12 days.

£5,064: *Reound*, Ward (Sk. C. Pook), 296k, 14 days.

£10,748: *Sonia Jane*, (Sk. D. Bewley), 498k, I, and £8,356: *Anna Michelle*, (Sk. M. Josefsson), 382k, both John R. NS, 18 days.

£9,781: *Grenaa Star*, (Sk. B. Host), 424k, and £9,214: *Grenaa Pearl*, Atkinson) 102k, 6 days.

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